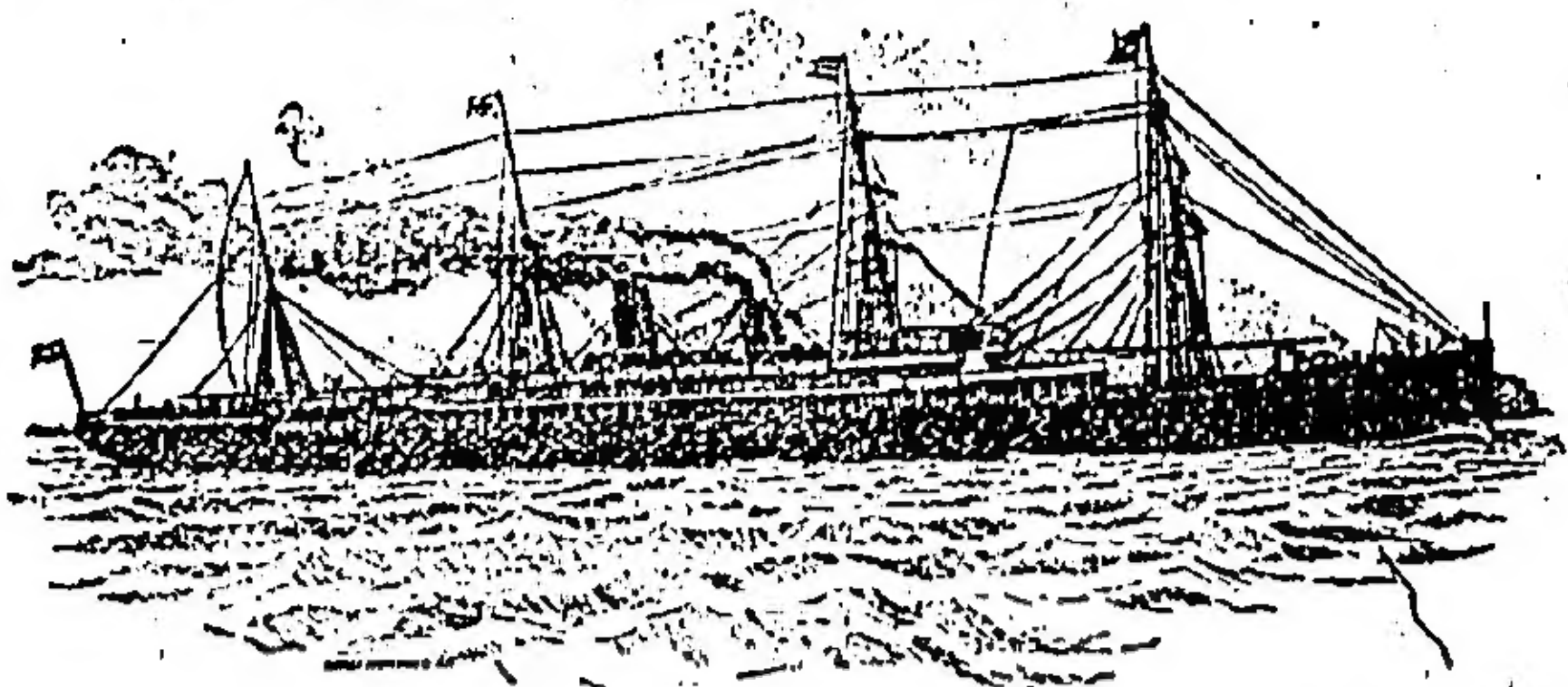


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	WEDNESDAY, 25th March, at Daylight.
"DORIC"	WEDNESDAY, 1st April, at Noon.
"NIPPON MARU"	SATURDAY, 11th April, at Noon.
"SIBERIA"	SATURDAY, 18th April, at Noon.
"ODZIO"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KORBA"	WEDNESDAY, 13th May, at Noon.
"GAELIC"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th instant, at Daylight, taking Freight for Japan, the United States and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 18th March, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
EXPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).		
R.M.S. "EMPEROR OF CHINA"	6,000 Tons.	WEDNESDAY, 1st April.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd April.
"TARTAR"	4,425	WEDNESDAY, 6th May.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 13th May.
"ATHENIAN"	3,882	WEDNESDAY, 27th May.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 3rd June.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 24th June.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 26th August.

THE magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ANDALUSIA	HAVRE and HAMBURG.	22nd Mar
von Dehres.	(Calling at SINGAPORE and COLOMBO).	Freight.
KONIGSBERG	HAVRE and HAMBURG.	10th April
Mayer	(Calling at SINGAPORE and COLOMBO).	Freight and Passengers.
SAMBIA	HAVRE and HAMBURG.	21st April
Schmidt	(Calling at SINGAPORE and PENANG).	Freight
SERBIA	HAVRE and HAMBURG.	5th May
Dinant	(Calling at SINGAPORE and COLOMBO).	Freight.
SAXONIA	HAVRE and HAMBURG.	19th May
Brehmer	(Calling at SINGAPORE and PENANG).	Freight.
SEGOVIA	HAVRE and HAMBURG.	2nd June
Forck	(Calling at SINGAPORE and COLOMBO).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 14th March, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,138 " " G. F. Morrison, R.N.R.
"FATSHAN," 2,260 " " J. J. Leissius.
"HANKOW," 3,073 " " C. V. L. J. d.
Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted); and
at about 5.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted); and
at about 4.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 2 P.M.
Do. from Macao to Hongkong daily at about 8 A.M. } Sunday excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about
7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about
7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.
"SAINAM," 385 " " A. W. Dixon.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about
8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation
and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 20th March, 1903.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions
from Captain S. ROBINSON, R.N.R.,
to Sell by
PUBLIC AUCTION,
TO-MORROW
(SATURDAY), the 21st March, 1903,
at 2.30 P.M.,
within his residence, No. 4, Bellios Terrace,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising—
DRAWING-ROOM SUITE, IRON BEDS,
STEAD WITH WIRE and HAIR MATTRESSES,
SESS, BLACK-WOOD CABINET and DESK,
MARBLE-TOP WASH-STANDS and
DRESSING TABLES with BEVELED
GLASS, TEAK-WOOD OVERMANTLES
with GLASS, BRASS and IRON FENDERS,
MARBLE-TOP BLACK-WOOD STANDS,
BLACK-WOOD CORNERSTANDS, TEAK-
WOOD EXTENSION DINING TABLE,
MARBLE-TOP TABLES, BRONZE, MO-
ROCCO COVERED ARM CHAIRS,
ELECTRIC-PLATED, CROCKERY and
GLASS WARE, ICE CHEST, CHEST-OF-
DRAWERS, SHANGHAI BATH, COOKING
STOVES and UTENSILS, &c., &c.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th March, 1903.

PUBLIC AUCTION.
THE Undersigned will Sell by PUBLIC
AUCTION,
TO-MORROW
(SATURDAY), the 21st March, 1903,
at 2.30 P.M.,
at his SALES ROOMS, LUDDELL STREET,
A FINE COLLECTION OF
OLD AND RARE POSTAGE STAMPS,
including MAKEING BESEIGED, TRI-
ANGULAR CAPE, ENGLISH PLATE
NUMBERS, MULREADY COVERS, UN-
USED COLONIES, &c., &c.
Catalogues will be issued.
On View from FRIDAY, the 20th March, 1903.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 17th March, 1903.

PUBLIC AUCTION.
THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
on
TUESDAY, the 24th March, 1903,
at 11 A.M.,
at the
CENTRAL POLICE STATION'S COMPOUND,
A QUANTITY OF
WINCHESTERS CARBINES, MUS-
KETS, REVOLVERS, PISTOLS, BAO-
NETS, NIPPLES, 1200 PERCUSSION
CAPS, SPORTING CARTRIDGES, &c., &c.;
ALSO
12,640 Rounds of ASSORTED AMUNI-
TIONS.
AND
126 Kegs and 9 Barrels of GUNPOWDER.
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 19th March, 1903.

NOTICES OF FIRMS.

HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LIMITED.

NOTICE.
DURING my TEMPORARY ABSENCE
from the Colony Mr. J. GOOSMANN will
act as SECRETARY to the Company.
By Order of the Board of Directors,
T. ARNOLD, Secretary.

Hongkong, 18th March, 1903.

THE CHINA MERCHANTS S. N. CO.
NOTICE.
I HAVE This Day taken over the duty as
MANAGER of the above Company.
By Order of the Board of Directors,
CHAN HEWAN,
Manager.

Hongkong, 18th March, 1903.

CHINA-TRADERS INSURANCE
COMPANY, LIMITED.

NOTICE.
CONSEQUENT upon the Retirement of
Mr. W. H. RAY, owing to ill-health,
Mr. JAMES WHITFIELD has from this Date,
been appointed SECRETARY of the above
Company.
By Order of the Board of Directors,
E. W. MAITLAND,
Acting Secretary.

Hongkong, 17th March, 1903.

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

AN OPPORTUNITY FOR AMERICAN
AND EUROPEAN ENTERPRISE
IN
PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,

situate at Kowloon, within a few minutes' walk
of the principal landing stages of the
SECOND SEAPORT IN THE WORLD,
and on the Trunk Road of the Projected
HONGKONG-CANTON RAILWAY,
IS FOR LEASE ON
VERY EASY TERMS,
owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by
the residents of Hongkong and Kowloon, and by
the Shipping Community calling at this Far
Eastern entrepot of trade.

An exceptionally large and showy building,
capable of extension, with large piece of vacant
land adjoining.

Bounded by main roads leading to the
Docks and Warehouses.

The Establishment has been conducted as a
First Class Hotel and is a profitable investment.
It is capable of still larger returns if management
is taken over by person devoting exclusive
attention to the Business.

Inspection of Books allowed to any one
making Bond Fide Offers for Lease, &c.
For full Particulars apply to
H. RUTTONJEE,
D'Aguilar Street,
Hongkong.

Hongkong, 23rd February, 1903.

Masonic.

EOTHEN MARK LODGE,
No. 264.

A REGULAR MEETING of the above
LODGE will be held at the FREEMASONS'
HALL, Zealand Street, on TUESDAY, the 24th
instant, at 5 for 5.30 P.M. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 19th March, 1903.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION-
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 16th May, 1903.

Entertainments.

'BOA VISTA,'
(HOTEL SANITARIUM OF SOUTH CHINA)
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and
affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
75d] Telegraphic Address: "BOA VISTA."

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT
GAS LIGHT,
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co.,
CONNAUGHT HOUSE.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND
GENERAL EXPORTERS.

No. 35, Queen's Road Central,
Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

TO BE PUBLISHED SHORTLY
A NEW STREET INDEX,
BY
ARTHUR CHAPMAN,
GOVERNMENT ASSESSOR.

INTENDING Subscribers are requested to
send, early as possible, Orders for as
many copies as they may require, to
THE GOVERNMENT ASSESSOR,
The Treasury,
Hongkong, 26th February, 1903.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
warded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
Nos. 24 & 26, Queen's Road Central, Hongkong.

FURNITURE WAREHOUSE.
LI KWONG LOONG
李廣隆
CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 17, QUEEN'S ROAD.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ld.
ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 20th December, 1902.

SANG MOW.
DEALER IN
Rattan Furniture, Bamboo
Blinds and Lashing of
all kinds.
No. 45, Queen's Road Central,
Price Lists On Application.
Orders Executed Promptly.
H'kong, 12th May, 1902.

CHEONG SHING.
No. 39, Queen's Road Central,
(Opposite to Messrs. GAUPP & Co.)
DEALERS IN:
Jewellery and Silks, Pearls and Jadestone
Ware, Ivory Ware and Curios, Chinese
Goods of all kinds.
And also General Exporters.
An inspection is respectfully solicited.
Good quality and good workmanship
guaranteed.
Prices lower than other shops in the same
line of business.

LEE LOONG.
DEALER IN
Furniture, Blackwood, Fluted Glass,
Crockery Ware, Brass and Iron
Bedsteads and Rattan Sofas
for whole set.
JUST ARRIVED.
Nos. 1 & 3, D'Aguilar Street,
Behind Hongkong Dispensary.
Hongkong, 1st May, 1902.

MEE CHEUNG,
PHOTOGRAPHER.
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as hereafter,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS and VIEWS
a speciality.
Hongkong, 12nd September, 1902.

SOLE AGENTS:
RITCHIE & Co.,
39, Des Voeux Road.
Hongkong, 12th March, 1903.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
EYES
FLUID
W. C. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 6th March, 1903.

AVOID ALL RISK OF OUTBREAK BY
"EYES-FLUID."
W. C. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 6th March, 1903.

GREAT DOCK SCHEME FOR BOMBAY.

We have already mentioned the great dock improvement scheme, which the Bombay Port Trust propose to commence work on as soon as the approval of the Government of India has been obtained. The following details and discussion of the scheme are taken from recent proceedings at the meetings of the Trust.

At a recent meeting of the Bombay Port Trust the Chairman, Mr. W. C. Hughes, said the business before the Committee was to consider, and, if possible, decide on the general outlines of a scheme which the Board can be advised to adopt provisionally with a view to detailed plans and estimates being prepared. He mentioned that the scheme involved the expenditure of large sums of money, the approximate estimate of the cost of a dock being 213 lakhs (exclusive of the channel and of interest during construction), but that, although this was, of course, a matter for serious consideration, he might mention for comparison that the new Kidderpore Docks at Calcutta had cost Rs. 349 lakhs, and that the Prince's and Victoria Docks together cost Rs. 221 lakhs in all.

The Committee proceeded to consider the following points:—The locality for the proposed extension; the dimensions to be given to the new dock in respect of depth, length berths, and turning space.

THE SITE.
Mody Bay is now practically the only available site, and this question resolves itself into whether the new dock shall be built in continuation southwards of the Victoria Dock, as proposed in the scheme by Mr. Squire, generally approved in 1897, or whether it shall be located further to the south and be a separate independent dock. The plans in this respect had previously been discussed by the Committee, and on the grounds that the displacement of the large native trade now resorting to Carnac and Mody Bunders is most undesirable, it being now suitably located in touch with the native town; that basins to the south to replace these bunders would be not nearly so convenient in this respect; that they would take time and cost a large sum to construct, and that the boat traffic, in and out, would necessarily cross the south entrance channel, and that there is no practical advantage in making the new dock to communicate with the present docks,—the Committee unanimously adhered to the decision previously arrived at that the separate independent dock, with entrance from the south, leaving the Carnac and Mody Bunder traffic undisturbed, should be adopted in preference to the alternative.

DEPTH OF THE DOCK.
The most important consideration in this respect is the draft allowable for vessels passing through the Suez Canal. The present minimum depth of the Canal is reported to be 9 metres (29 feet) and the projected depth of (31 feet 2 inches). The present allowable draft in the Canal is 25 feet 3 inches. The deepest drafted vessel, which left Bombay in 1902, was drawing 28 feet. From the evidence given before the London Port Commission it appears that the White Star Line of steamers, trading to Australia, draw 32 feet when full laden. The proposal by the Engineer is to fix the sill of the new dock at R. L. 5'00, allowing for a draft of 31 feet. The approximate cost of deepening the wet dock one foot is estimated at Rs. 4 lakhs, exclusive of the channel, or, including the extra depth for the dry dock, Rs. 5 lakhs.

CAPACITY OF THE CANAL.
Viewing the rapid advance now taking place in the size and draft of ships, it appears certain that the Suez Canal must be further deepened before very long. To the draft allowable for the passage of the Canal has to be added an allowance for coal to be consumed on the voyage outward from Bombay. Taking this into consideration, as well as the prospect of increase in draft, and remembering that it is very costly, if not practically impossible, to increase the depth of docks of the proposed size after construction, the Committee are unanimously of opinion that the sill of the new dock should be fixed at R. L. 5'00 (bottom of dock R. L. 4'70) allowing for a draft in entrance of 32 feet, at high water ordinary neap tides. The Committee consider that the Trustees should provide facilities in this respect and in respect of length of vessels well in advance of requirements, and the docks should be designed to allow the trade of India the full benefit of the great natural advantages of harbour in the matter of draft and size of ships.

GROWING LENGTH OF VESSELS.
It appears certain that the length of steamers engaged in the carrying trade with the East will largely increase. There has been a steady advance in the *maximum* length of ships calling here in the last ten years from 450 to 525 feet, and the increase is likely now to be more rapid. Steamers, 700 feet long between perpendiculars, are now being launched in England, and the latest type of dry dock provides for a length of 800 to 850 feet. For these reasons the Committee recommend that the turning space in the new wet dock be not less than 1,100 by 1,050 instead of 900 by 1,050, and that the central jetty be made 1,500 feet instead of 1,200 feet in length making the total length of the dock 300 feet more than shown on Plan D. Approximately the cost of addition is Rs. 20 lakhs, to which Rs. 10 lakhs should be added for additional sheds for the extra length of quay, but the Committee are unanimously of opinion for the reasons given in dealing with the draft to be provided, that the new dock should be in all respects adapted to anticipated requirements taking the widest view. It would be as impossible to lengthen as to deepen a dock of this kind except at very heavy cost and, taking account of the length of time that will elapse before the dock is completed, the Committee are satisfied that there would be no true economy in restricting the dimensions to less than they now recommend.

THE CHINA BORNEO CO. LIMITED (IN LIQUIDATION).

NOTICE is hereby given in pursuance of Section 130 of the Companies Ordinance, 1865, that a GENERAL MEETING of the MEMBERS of the above-named Company will be held at No. 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on THURSDAY, the NINETEENTH DAY OF APRIL, 1903, at 12 o'clock NOON for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the Property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by EXTRAORDINARY RESOLUTION how the Balance of the 25,000 Fully-paid up Shares of the new Company to be allotted to the Shareholders of this Company, being the Fractional Shares of such 25,000 Shares, shall be dealt with, and the manner in which the Books, Accounts and Documents of the Company, and of the Liquidators thereof shall be disposed of.

Dated the 6th day of March, 1903.
Witness to the Signatures of
ALEXANDER A. G. WOOD,
GEORGE WOOD, C. S. SHARP,
CHARLES STEWART, J. WHEELEY,
SHARP AND JOHN THOMAS, Liquidators.
MARTIN WHEELEY, Solicitor, Hongkong.

THE BULK OIL INSTALLATION.
The new dry dock, it is proposed, shall be 800 feet in length. The only possible location for it appears to be adjacent to the main dock entrance, and its construction will involve the removal of the Bulk Oil Installation on Mody Bay South reclamation (Shell Transport and Trading Co.). It is proposed to make room for its removal and also for the similar installation on the North reclamation (Royal Dutch Petroleum Co.) by reclaiming the foreshore south of the new dock up to the line of the Pallard Pier. This can be effected with the material excavated from the new dock.

The cost of such reclamation effected in this way would not exceed from Rs. 12 to Rs. 15 per square yard, and the expenditure would be remunerative as an investment apart from the rents of the two existing installations, and the cost has not been included as part of the dock expenditure. On the expiry of their lease the Standard Oil Co. would probably also have to move to this reclamation.

PASSENGER PIER.
The design for the new dock contemplates provision at the pier-head for mail steamers at which passengers would be landed.

APPROVAL OF THE CHAMBER.
The scheme was submitted to the Chamber of Commerce, and in doing so the Port Trust remarked: "The Trustees have reason to believe that, with the assistance of the Revenue Reserve Fund, which it is proposed to considerably strengthen, these proposals can be carried out without any addition to the rates, so that the charges on the Shipping and the Trade will remain as at present. The Chamber are aware that these charges compare very favourably with those levied in other ports."

In reply the Secretary of the Chamber of Commerce wrote:—"I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter, accompanied by a plan showing the scope of the proposed extension of the Wet and Dry Dock accommodation of the Port. These have been studied with much interest by the Committee and by Members specially interested in the matter, and I am now to say that the opinion in regard to them is entirely favourable. The inadequacy of the present Dock accommodation is already admitted on all sides, and so strongly so my Committee recognise the urgent need for such an extension as is now proposed, that they would even commend to the very serious consideration of your Board the propriety of arranging for the completion of the work in a much shorter period than appears to be contemplated."

IMPROVEMENTS AT CALCUTTA.
The Government of India have sanctioned plans and estimates, amounting to four and a half lakhs of rupees, for the sheds which the Port Commissioners propose to build at berth No. 14 in the Tidal Basin of the Kidderpore Docks, for the purpose of equipping it for use as a berth for the shipment of produce.

Government have also sanctioned plans and estimates, amounting to Rs. 3,16,000, for the construction of an import warehouse at the jetties.

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
ILLIUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.

WAI YUNG

PHOTOGRAPHER,

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

VEWS ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 19th December, 1902.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA).

DENTIST.

No. 26, Cantonment Road Central.

Hongkong, 9th February, 1903.

ASK FOR ASAHI-JAPANESE BEER—

G. G. G. G.

Intimations.

THE CHINA BORNEO CO. LIMITED (IN LIQUIDATION).

NOTICE is hereby given in pursuance of Section 130 of the Companies Ordinance, 1865, that a GENERAL MEETING of the MEMBERS of the above-named Company will be held at No. 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on THURSDAY, the NINETEENTH DAY OF APRIL, 1903, at 12 o'clock NOON for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the Property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by EXTRAORDINARY RESOLUTION how the Balance of the 25,000 Fully-paid up Shares of the new Company to be allotted to the Shareholders of this Company, being the Fractional Shares of such 25,000 Shares, shall be dealt with, and the manner in which the Books, Accounts and Documents of the Company, and of the Liquidators thereof shall be disposed of.

Dated the 6th day of March, 1903.
Witness to the Signatures of
ALEXANDER A. G. WOOD,
GEORGE WOOD, C. S. SHARP,
CHARLES STEWART, J. WHEELEY,
SHARP AND JOHN THOMAS, Liquidators.
MARTIN WHEELEY, Solicitor, Hongkong.

THE GREEN ISLAND CEMENT CO., LIMITED.

THE FOURTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, TO-MORROW, the 21st March, 1903, at 11 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 21st March, both days inclusive.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 20th March, 1903.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the REGISTERED OFFICES of the Company, Nos. 38 to 40, Queen's Road Central, on THURSDAY, the 26th day of MARCH, 1903, at 12 o'clock NOON, for the purpose of considering and if thought fit passing the SUBJOINED RESOLUTIONS:—

1. That the Company may underwrite the whole or any part of the fire risks on all, or any of its properties as the directors may from time to time determine.
2. That the sum of \$200,000 now standing to the credit of Permanent Reserve Fund be transferred to the credit of an "Insurance Reserve Fund" and that this Fund shall be credited with the same premiums on the properties underwritten by the Company as if they had been insured with other companies, and that all losses by fire shall be met out of the same Fund.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 11th March, 1903.

CAMPBELL, MOORE & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the above COMPANY'S OFFICES, No. 29, Queen's Road Central, at 4 P.M. on TUESDAY, the 31st March, 1903, for the purpose of receiving the Report of the Directors with a Statement of Accounts, to the 31st December, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 24th March to the 31st March, both days inclusive.

By Order of the Board of Directors,
M. A. A. SOUZA, Secretary.

Hongkong, 16th March, 1903.

THE EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH COMPANIES.

THE "VIA EASTERN" TELEGRAPHIC SOCIAL CODE.

THE above mentioned Code is available for Telegrams sent by the lines of either Company, and may be consulted, or purchased, at the Companies' Office.

J. M. BECK, Superintendent.
Hongkong, 18th March, 1903.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out at Lyemun on WEDNESDAY, the 25th instant, at targets in a South-Easterly direction. Practice will commence at about 10 A.M.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th March, 1903.

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE.

Apply by Letter to

BRO. FRANCIS, Director, St. Joseph's College.

No. 2, Robinson Road, Hongkong, 12th January, 1903.

Consignees.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA" FROM PORTLAND (OR), YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 17th March, 1903.

Consignees.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA" FROM PORTLAND (OR), YOKOHAMA, KOBE, MOJI AND NAGASAKI.

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No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 17th March, 1903.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARG" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 10th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th March, 1903.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

Cargo ex S.S. "RICHMOND CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 16th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th March, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"FRANZ FERDINAND" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo: From Venice, ex S.S. "Venus" transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underinsured before Noon, on the 14th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 17th March, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 18th March 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN" of the Norddeutscher Lloyd, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 26th instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underinsured.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 19th March, 1903.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY is all its Branches Groups and Interiors a Specialty.

Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, HONGKONG.

Hongkong, 20th December, 1902.

Consignees.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA" FROM PORTLAND (OR), YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 17th March, 1903.

Consignees.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

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Hongkong, 17th March, 1903.

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Hongkong, 17th March, 1903.

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THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

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THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS

ESTABLISHED A.D. 1811.

AERATED - - - - WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

**GUARANTEEING
ABSOLUTE
PURITY.**

ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

Chemists and Druggists by Appointment to H.B. the Governor and Household.

TELEPHONE NO. 116.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

**CARMICHAEL AND
CLARKE,**
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 211.

Hongkong, 20th March, 1903.

[355d]

SAN MIGUEL

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible in morning. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue is any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 20, 1903.

THE SANITARY BOARD ELECTIONS.

It is very evident that the election by the rate-payers of two additional members to the Sanitary Board of Hongkong, as provided by section 8 of the Public Health and Buildings Ordinance, is going to furnish one of the chief subjects for public comment during the few days now left for the sending in of the nomination papers. The general opinion prevailing leads one to the belief that a stubbornly fought contest may be expected, and unless some of the gentlemen, whose names are already mooted as likely candidates for the seats, withdraw from the fight such expectations must be realized. The most prominent names before the public are those of Mr. H. E. Pollock, K.C., Mr. A. Shelton Hewitt, Mr. M. W. Slade and Mr. E. A. Hewett. Mr. Pollock pre-eminently enjoys the first claim to a seat at the Board, having been acting as Attorney General for the Colony on several occasions, while he is probably, of most men in Hongkong, the one having the most intimate acquaintance with the sanitary laws of the Colony. Then his unmistakable predilection for a municipal government, such as it would be applied to Hongkong, should enlist for him a large number of votes from among those whose views accord with his own in the matter of a municipal representation in Hongkong. Mr. A. Shelton Hewitt, who has supporters among the *clintele* of the Land Investment Company, and as secretary of that Company also controls the West Point Building and the Kowloon Land Companies. Therefore, he is very closely identified with the land owning interests of the Colony. Mr. M. W. Slade, one of our leading lights of the legal profession, is a comparatively new man when considered by the side of the other two gentlemen. Nevertheless, his strong claims to support lie in his undoubted abilities and forensic qualities. Mr. E. A. Hewett is better known to us as recent chairman of the Municipal Council of Shanghai. Short though his acquaintanceship has been with Hongkong since he took over the agency of the world-renowned line of steamships in the Colony he should be able to bring to bear upon the Sanitary Board of Hongkong all the experience which he has acquired in the conduct of municipal affairs in the model settlement. There is a rumour, however, that Mr. Hewett will not seek universal suffrage, and, therefore, for the purposes of election we may consider him, at any rate for the term to which two members will be elected at the forthcoming meeting, as an unlikely candidate. We have previously hinted at the name of a fourth, but for good reasons hesitate at the present moment to urge the claims of this gentleman for universal suffrage. There is no denying, however, that a large interest and none the less influential, is working consistently to secure one of the two much coveted seats for a representative of the vested interests of Hongkong as represented by the landed aristocracy (native, if we wish to call it) of the Island. From him one should not expect much by way of oratorical eloquence in academic discussions, but where practical knowledge, intimate acquaintance and ripe judgment of the needs of the Chinese are concerned, his claims should be second to none among those whose election addresses we may hope to be treated with in the course of the next few days.

LOCAL AND GENERAL.

An interesting account of the great Bombay Dock scheme appears on the third page of this issue.

Anything in the Photographic line, no matter what it may be, can be had at LeMunyon's.—*Adv.*

M. de Witte, the Minister of Finance to the Russian Empire, has reported to the Czar that the Manchurian railways will be ready for traffic in July next.

THERE is great indignation expressed at Aden, as the Russian naval officer who was detected in the fortifications has been released after making pretence that he was a geologist.

Every steamer from the United States brings great quantities of Kodaks and Photo Supplies for LeMunyon, No. 31 Des Vaux Road.—*Adv.*

SAN MIGUEL

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

Bring your Developing and Printing to LeMunyon's. Your work there is guaranteed in every respect.—*Adv.*

WHILE a native woman was engaged in carrying water at Messrs. Butterfield and Swire's new dockyard in Quarry Bay, she was run into by the locomotive and instantly killed.

THE police report that a native stone-cutter working at Pine Wood Battery, near Pok-fu-lun, was dangerously wounded by some blasting operations, and now lies in a critical condition at the Government Civil Hospital.

THE compound of the Central Police Station this morning presented more of an appearance of a foundry than anything else. Gangs of coolies were employed in breaking up the tiles recently seized, preparatory to their being returned to the owner as old iron.

THE A. O. D. will play the Craigengower C. C. at the Happy Valley to-morrow at 2.5 p.m.—The following will represent Craigengower, R. Basi, J. D. Kinnaird, R. Pestonji, A. O. Bawn, L. E. Lammer, L. A. Rose, E. R. Horton, M. Hartman, J. L. Stuart, E. Ford, and M. E. Asger.

GERMAN and American traders are improving on the long start they obtained during the war, and are pouring their goods into the South African colonies at rates which average only 125 per cent. Many British shipments go out via Germany, in order to escape the extortion of English lines which did so well throughout the war.

MR. F. A. Hazeland held an inquest at the Victoria Gaol this afternoon on the body of Tang Yau Tai, a native hawk, who died in the Gaol hospital yesterday. After going through the medical evidence, the jury returned a verdict of death from natural cause. The deceased was recently admitted into the gaol for uttering forged bank bills, and was to undergo a sentence of seven years' hard labour.

To see one of the beautiful Kodaks at LeMunyon's is to buy one. Just call and make him a visit. You will be well repaid.—*Adv.*

MR. Hazeland has given an indication of the methods he intends adopting when cheeky chair-a-ricksha coolies stand before him charged with using abusive language towards European ladies. "This morning two chair coolies were in the dock at the Magistracy for having used abusive language to ladies at the Kowloon Ferry Wharf, and Mr. Hazeland made an example of the defendants by fining each of them \$25 or six weeks' imprisonment.

ACCORDING to a San Francisco cable of 17th ult., the authorities seized a consignment of 50,000 percussion caps in the cargo of the steamship *Doric* and are looking for more war material. The caps are supposed to be for the Chinese reform party which is in the American and European markets for military supplies. The Chinese diplomatic and consular officials in that country are on the alert and will protest at any shipments which are contrary to the prohibitions of the neutrality laws.

THE first Russian cruiser belonging to the Russian squadron under Admiral Stackelberg now en route to the Far East arrived at Singapore on the 13th instant from Colombo. She is the cruiser *Novik*, of 3,200 tons, and armed with six 4.7 in. Q.F., eight 1.8 Q.F., two 1.4 Q.F., one Baranovski landing gun, and two maxims. She also carries four torpedo tubes. Her speed is estimated at 22 knots but during her trials attained the high speed of 26 knots. She was built at Elbing in 1900, and has a complement of 350 men.

"HOWEVER busy I may be," writes *Daybreak* in *Sport and Gossip*, "my morning interview with the comrade, after business matters have been gone into, is often of an interesting nature from a 'gossip' point of view. Two mornings ago he remarked, 'How fashion that new jossman make go theatre house? Jossman any time must want see go josshouse.' I explained that the distinguished visitor was a lecturer, to which he added: 'Some man talker my he want see twelve hundred dollar do that pigdin. He name belong very plover, Dr. Plentycost.'

At the instance of Detective-Sergeant O'Sullivan a native house boy barely thirteen years of age, was charged before Mr. F. A. Hazeland with stealing clocks, binoculars, toys, etc. from Nos. 1 and 2 Ashley Terrace, Kowloon. The youngster pleaded not guilty, and in his defence stated that he was instigated to commit the crime by a hawk, who, it appears, had an influence over him, and who had a shop near the barracks. After evidence had been led, the boy was sentenced to the house of detention for forty-eight hours, and to receive 12 strokes of the birch. The man at whose instigation the crime was committed and who received the goods was sentenced to one month's hard labour.

Just call up Phone 390 or write to P. O. Box 368. Either will find LeMunyon, and he is always ready to serve you.—*Adv.*

By kind permission of Major Radcliffe and officers, the Band of the 33rd Burma Infantry will play at the Hongkong Hotel, to-morrow, (Saturday), from 8 to 9.30 p.m.—

PROGRAMME.
March..... "The Star and Sulphur" over.....
Overture..... "Lodovica".....
Selection..... "Little Christopher Columbus" (and Gypsy Song).....
"Believe It Is Mine".....
Selection..... "Tombola".....
"Amour Adieu".....
Gavotte..... "Deutsche Gavotte".....
"God Save the King".....

Our Dry Plates, Paper, Film, etc., etc., guaranteed to be strictly fresh and satisfactory in every way. C. E. LeMunyon, No. 31 Des Vaux Road.—*Adv.*

SAN MIGUEL

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

San Miguel, San Miguel.

TO-MORROW afternoon on the Happy Valley the Hongkong Football Club will play the Officers of the Fleet. Kick-off at four o'clock. The following will play for the Club—C. C. Hickling, goal; T. E. Pierce and J. W. A. Bonnar, backs; H. A. Rrea, C. T. Kew, and W. T. Caulfield, halves; W. R. Lemarchand, N. H. Rutherford, C. R. S. Cooper, R. Henderson, and E. J. Davies forwards.

WE are most of us familiar in reproduction with the celebrated *Ecc Homo* of Gabriel Max, that haunting presentation of the Redeemer's face which is devotional as well as ingenious. Of the same kind is the painting *Christus*, now being exhibited at the Doré Gallery, a work in full colour and nearly life-size, which offers the same illusion, but in a more striking manner. In Max's picture the eyes were misty, so that by gazing on the closed lids the observer gradually visualized the retina for himself and the eyes then appeared to be open. The difference is produced more directly in the case of Mr. Herbert Salomon's work referred to, for as one gazes the sacred eyes gradually appear of themselves, and appear boldly and brightly through what before had been closed lids. The transition is imperceptible, and the difference is clear as possible; and as one can penetrate behind the picture, and prove the absence of any apparent mechanism of contrivance of lighting, the mystery of the picture is much enhanced. There is nothing in the exhibition that lends itself to irreverence of any kind, and the artistic merits of the work itself are obvious to anyone.—*P. M. G.*

CRIMINAL SESSIONS.

A MISSING PRISONER.

The sessions were continued this morning when the last charge, that against Ling Ki, indicted for uttering a forged receipt for a quantity of coal delivered at Aberdeen Police Station, with intent thereby to defraud, was to have come on for hearing. The prisoner had been permitted out on bail in the sum of \$5,000, but it was discovered that he had left the Colony. The jury was therefore discharged, the Chief Justice ordering the bail to be estreated and a warrant to be issued for the prisoner's arrest.

Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. W. Looker, of Messrs. Deacon and Hastings) was to have appeared for the prisoner.

MR. CHAMBERLAIN "LECTURED."

Some amusing incidents of the banquet at Johannesburg at which Mr. Greenleaf, a local barrister, made an unexpected and disconcerting speech in favour of immediate self-government are recorded by a correspondent of the *Westminster Gazette*.

"The pers'nal lecturing" as the correspondent calls it, lasted half an hour, during which Mr. Chamberlain smiled sardonically. To add to his discomfort the dinner, which began at eight o'clock, was not nearly through at half-past ten. There were delays in the arrival of the dishes, and 400 of the common herd who had paid three guineas apiece sat with empty plates in front and a raging thirst inside of them. "Three did Mr. Chamberlain send down instructions to serve several courses together and cut the banquet short, as he wished to speak, and as many times were his orders found incapable of execution—and the smile was a bitter one.

"At length, about half-past ten, and somewhat between the joints and the sweets, the loyal toasts were honoured. Then came the toast of the Governor, and with it the half-hour's infliction that caused the Colonial Secretary to writhe with impatience and indignation.

"Matters were not improved when the mayor despatched for ten minutes on the relative merits of the health and climates of Pretoria and Johannesburg—of course, to the disadvantage of the latter town.

"At last the Colonial Secretary got on his feet and laid about him lustily for five minutes—on the one hand 'wiping the floor' with his hospitable hosts who had brought him to what he called 'a lecture,' and on the other crushing the trembling mayor for his temerity in asserting on such an occasion that Stoke-Poges was a far healthier place than the rival parish.

TUG "FAME" LEAVES HONGKONG

TO SALVE THE S.S. "BINH THUAN"

The Hongkong and Whampoa Dock Co.'s tug *Fame* left Hongkong early in the afternoon, bound for Cape Varella on a mission to save the French steamer *Bink Thuan*, now lying a wreck on what we understand to be a sand beach. The charterers of the *Fame* are Messrs. Kinghorn and MacDonald, surveyors and engineers, and the vessel is splendidly equipped with strong towing hawsers, etc. She has a coal supply aboard sufficient to stand a fortnight's steaming, and a month's supply of provisions. Those aboard are: Captain Alfred C. Broadbridge, Mr. Mercer (chief engineer), Mr. Gray (mate), a representative of the *Hongkong Telegraph*, and 15 Chinese. We understand they are going as a supplementary reinforcement to a strong salvage party already working on the scene of shipwreck, and that there is every chance of the expedition being successful.

When the *Bink Thuan* ran ashore, she had some \$200,000 aboard belonging to the Hongkong and Shanghai Bank. Cape Varella is situated some 600 miles in a south-easterly direction from Hongkong. As the North-east monsoon is broken, the *Fame* ought to have a fair passage down the coast, but a tug-boat is not at any time a pleasant craft on which to take a deep-sea passenger. The saving of a large and valuable ship is, not only of great public interest, but of great commercial importance to stockholders in the commercial and salvage enterprises.

SAN MIGUEL

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HONGKONG ELECTRIC TRAMWAYS.

OPERATIONS COMMENCING.

Many people appear to regard the Hongkong Electric Tramways with a bland smile, justifiable, perhaps, in the case of the Hongkong Kowloon bridge, or even the removal of the Clock Tower, but not in this instance. It is very gratifying to learn that operations on the site of the Electric Tramway Generating Station have already commenced, and the laying of the line will be proceeded with early in April, it being hoped that things will be in working order as soon as twelve months time. A *Telegraph* representative yesterday sought out Mr. H. Hackwood, resident engineer to the Hongkong Tramways, and that gentleman courteously gave him a few interesting particulars. He explained that the Western terminus of the line was to be in a circuit branching from Praya, West, into Chater and Belcher Street. From this point a double track is to continue in an easterly direction, turning into Des Vaux Rd. at Queen's St., and again turning on to the Praya at the obstruction block to the Westward of the Harbour Master's Office. It will again seek Des Vaux Rd. at Harbour Master's Office and then have a straight track as far as the City Hall, where it will cut up into Queen's Rd. At Arsenal St. it will again turn to the water-front (Praya, East) and there continue till Yee Wo St., and along Causeway Rd. and the main thoroughfare right to the Eastern terminus as far as Shaukwan. The double line will cease at the vicinity of the Kennedy Stables, and there to Shaukwan it will be a single line with passing places. A branch line is to run from Praya, East, up Tang Lok Lane to the Race Course.

The generating station and car shed, offices, etc., will be situated on the eastern bank of the Bowrington Canal, bordered on three sides by Canal Street, Russell Street and Sharp Street. The area of this compound is some 1,800 square yards. In the first instance 26 cars will constitute the "complement," ten being for European passengers, and the remainder for natives. The cars run entirely independent of each other. The European cars are to be of a rooled semi-open pattern, (no accommodation on top) with an enclosed centre. The enclosure seats will be longitudinal, but those at the open ends cross-bench. Sun blinds will be provided. The native cars are to have cross-bench seats, and open right along.

The lines will be laid to the gauge of 3 feet 6 inches, and each rail joint will be double-boltheaded. The overhead wire line is to be partly side-pole construction, and a noteworthy feature will be the use of arms much shorter than in usual practice. By this system, the overhead wire, besides being erected in a neat and unobjectionable form, will permit the trolley wire to be carried away from the track where branches of trees so project as to prevent the running of a trolley wire on the ordinary system, as in use in the United States. The poles will be of mild steel and the conditions will conform with the rules laid down by the British Board of Trade for the erection of overhead trolley wires. The line is to be divided into half-mile lengths by means of section insulators. At each of these points a feeder box will be located, and the current taken from feeder cables. The cables from the feeder boxes to the line wire will be carried up inside the poles, emerging at the top, and running along the bracket arms, while the feeder cables will be laid in cast-iron troughs, which are to be filled up with bitumen, and buried under the surface of the road.

At the Generating Station the boilers will be of the Babcock and Wilcox type, each to have approximately 3,700 square feet of heating surface, and will each be capable of evaporating with ease under normal conditions and with burning ordinary Japanese engine slack, at least 12,000 pounds of water per hour. Each boiler will be fitted with a dead weight safety valve in addition to spring safety valves and all other modern fittings and devices. In addition to the feed pumps and hot well there will be arranged an economiser having 28 tubes. The large engines will be of the cross compound type, the fly-wheel and generator being arranged between the cylinders upon the main shaft of the engine. With a steam pressure of 150 lbs. it will give 428 brake horse-power while running at a speed of 100 revolutions. The high pressure cylinder is to be 15 inches in diameter, the low pressure cylinder 30 inches in diameter, and the steam cylinders will be fitted with Corliss valves. Each engine will be provided with a separate surface condenser, self-contained, and working quite independently of the main engine. The main steam pipe between the engines and boilers, will be steel, with wrought-iron flanges, fitted with valves, the frames of which will be cast steel. The pipes will be arranged to form a complete loop, so that steam can be supplied to either engine from either end of piping, thus minimising the risk of failure through a blown joint in the steam piping. The suction and exhaust to and from the condensers will be of cast-iron. Two small engines—one steam and one electrical—will be laid down primarily for lighting the extensive buildings. Running over the engine room will be a travelling crane capable of lifting and traversing with a load of ten tons. The generators on both the large and small engines will be arranged on the main shaft of the engines, and are of the continuous current type, each guaranteed to give at its terminals a constant potential of 550 volts. The switch board, in addition to being fitted with the necessary instruments for distributing the current, is also fitted with special instruments for testing purposes as required by the British Board of Trade. The gradients over the line are not considered of any importance.

SAN MIGUEL

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San Miguel, San Miguel.

The consulting engineers are Messrs. Alfred Dickinson and Co., the well-known tramway experts of Birmingham; and the contractors, who are carrying out the work, are Messrs. Dick, Kerr and Co. of London.

SEAMEN'S MISSION.

REPORT FOR 1902.

We are in receipt of the report of the Seamen's Mission, Hongkong, for the year 1902, from which we gather that some very useful work was carried on during the twelve months. There were 2,502 visits paid to ships, 689 to the Sailors' Home, and 120 to the Hospital, while 68 services were held afloat, and 651 Church, Mission Room, etc. (including prayer meetings and morning prayers). There were no less than 8,201 seamen who visited the Kowloon Institute and 4,203 the "Star" Coffee House, which the Committee greatly regret it was found necessary to close, owing to the premises being unsuitable and the rent high. It was thought better to close the House and to give time and energy rather to the endeavour to provide a Seamen's Institute (on a permanent basis) which should be the property of the Mission. The Lord Bishop of the Diocese is very kindly seeking to interest friends in England in this matter and has already received support. Such an Institute in connection with their church would be a great boon to many sailors, who want a quiet place of recreation, and also to men-of-war's men, British and American, and merchant seamen ashore for the night, for the numbers of whom, in spite of the accommodation already provided by other institutions, there is frequently no decent and respectable shelter. Mention is made in the report of the munificent donation of \$500.00 by Mr. H. Price who has recently departed from the Colony. By means of this an old debt for alterations to the "Star" premises at the corner of Pottinger Street was wiped out, otherwise a mu h heavier deficit would have been entailed. The Committee place upon record their thanks to the subscribers, who, by their generous contributions have enabled them to meet the financial needs of the Mission and to close the year with a balance in hand, and also to all those "Glands" who have sent magazines and newspapers for the Institute and for distribution to the Local Press for much kindness in inserting reports etc., and for sending copies of their papers daily to the Institute and the "Star," to Miss Reid of Edinburgh for a further supply of books for the circulating libraries ("Reid Memorial"); and to the many friends who have sent clothing etc., for needy and destitute men.

VICTORIA RECREATION CLUB.

The following are the names of the crews which will compete in the V.R.C. scratch races to-morrow—

DOUBLE SCULL RACE—HALF MILE.

Terrible. Bow..... A. J. Mackie Bow..... R. W. Whitell

Stroke..... S. A. Moore Stroke..... H. S. Holmes

Cox..... F. W. White Cox..... S. A. Selth

Thistle. Bow..... L. A. Musso

Stroke..... F. M. Rosa Pereira

Cox..... C. M. S. Alves

Scotch Four-Oared Race—1 Mile.

Leek. Bow..... F. D. Bain Bow..... F. K. Tate

2..... J. Jordan 3..... G. H. Ruby

3..... H. A. Lammett 3..... L. A. Musso

Stroke..... J. Miller Stroke..... E. A. Selth

Cox..... F. W. White Cox..... C. M. S. Alves

Shamrock. Bow..... H. A. Selth Bow..... S. R. Moore

3..... A. E. Asgar 3..... A. J. Mackie

Stroke..... F. M. Rosa Pereira 3..... H. Austin

Cox..... C. H. Hance Cox..... C. A. Selth

Koriblum. Bow..... W. T. Andrew

2..... H. S. Holmes

3..... Robt. Whitell

Stroke..... J. A. Frederick

Cox..... H. W. B. Kennet

The secretary's launch will leave Blake Pier at 5.30 p.m. sharp for members and friends.

The first race will be started at 4.15.

Starters

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL	"OANFA"	26th March.
"	"MENELAUS"	26th "
"	"JASON"	31st April.
"	"AGAMEMNON"	9th "
"	"KEEMUN"	16th "

S.S. "OANFA" and "MENELAUS" left Singapore 20th inst., and are due here 26th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON via GENOA	"KINLUCK"	31st March.
" and ANTWERP	"GLAUCUS"	14th April.
"	"DEUCALION"	28th April.
"	"AGAMEMNON"	12th May.
"	"CALCHAS"	26th May.

LIVERPOOL BERTH.

LIVERPOOL via MARSEILLES	"PING SUY"	18th April.
" via GENOA	"PATROCLOS"	25th May.

CONTINENTAL BERTH.

MARSEILLES, LONDON and ANTWERP	"MENELAUS"	27th April.
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TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	18th April.
all PACIFIC COAST PORTS via	"KEEMUN"	18th April.
NAGASAKI, KOBE and YOKOHAMA.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th March, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"HANGKOW"	21st March.
SHANGHAI	"SINGAN"	25th "
SWATOW, CHEFOO and TIENSIN	"NANCHANG"	25th "
MANILA	"SANGKANG"	25th "
CEBU and ILOILO	"KAISONG"	28th "
YOKOHAMA and KOBE	"CHINGTU"	6th April.
MANILA	"CHINGTU"	6th April.
PORT DARWIN, THURSDAY ISLAND,		
COOKTOWN, CAIRNS, TOWNS,		
VILLE, BRISBANE, SYDNEY, and		
MELBOURNE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is on board.

Taking Cargo on through Bills of Lading to all Yantai and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

N.B.—R. D. D. SALON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th March, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 21st March, at 10 A.M.
RUBI	2540	R. W. Almond	Do.	Saturday, 28th March, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 16th March, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Mar. 26, 1903.
"INDRAVELLI"	4,899	W. E. Craven	April 16, "
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 22nd March.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 25th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 29th March.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 1st April.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage, and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 16th March, 1903.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th January, 1903.

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG,"
951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Mondays, leaving Canton at 5 P.M. Unexcelled Accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electricity.

Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.
Hongkong, 17th January, 1903.WING ON STEAMSHIP COMPANY.
HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

1st Class
| 2nd | 1.00 |
| 3rd | 0.50 |

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 16th March, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"
Capt. Schmitz will be despatched for the above ports on or about WEDNESDAY, the 25th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th March, 1903.

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Shipping.

STEAMERS.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer
"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Mondays, leaving Canton at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.
Hongkong, 14th March, 1903.

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Shipping.

Arrivals.

AWA MARU, Japanese steamer, 3,912, N. Trent, 19th Mar.—Shanghai 16th Mar.

General.—Nippon Yusen Kaisha.

SLEIPNER, Norwegian steamer, 860, D. Rodseth, 19th Mar.—Chinkiang 13th Mar.

Rice, Beans and Ground-nuts.—E. A. Trading Co.

LOVAL, German steamer, 1,237, J. Buhrmann, 19th Mar.—Bangkok 12th Mar.

Sander, Wielek & Co.

LOONGSANG, British steamer, 1,009, G. S. Weigall, 20th Mar.—Manila 17th Mar.

General.—Jardine, Matheson & Co.

DEWANGSE, German steamer, 1,056, Ch. Kumpel, 20th Mar.—Bangkok 13th Mar.

Rice and Wood.—Butterfield & Swire.

AFRIDI, British steamer, 2,354, S. Golding, 20th Mar.—Liverpool 31st Jan., and Singapore 14th Mar.

General.—Dodwell & Co.

THALES, British steamer, 800, A. J. Robson, 20th Mar.—Swatow 19th Mar.

General.—Douglas, Laprak & Co.

Clearances at the Harbour Office.

Ila Verde, Portuguese str., for Macao.

Ningchow, British str., for Manila.

Kongnam, British str., for Canton.

Haitan, British str., for Swatow.

Hongkong, British str., for Amoy.

Kohila Maru, Japanese str., for Manila.

Oceania, German str., for Yape.

Chikong, British str., for Macao.

Fama, British str., for Cape Varella.

Zafiro, British str., for Manila.

La Rhone, French str., for Canton.

Wo Ping, Chinese steam-launch, for Wuchow.

Alta Craig, British str., for Kutchinotzu.

Alva Maru, Japanese str., for Singapore.

Glenniel, British str., for Shanghai.

Linnax, British str., for Moji.

Triton, German str., for Saigon.

Departures.

Mar. 20, Kong Beng, German str., for Swatow.

Mar. 20, Naylor, British str., for Singapore.

Mar. 20, Hailan, British str., for Coast Ports.

THE SHARE MARKET.

LATEST QUOTATIONS.

(MARCH 20th.)

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	LATEST QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corp.	\$ 125	Div. of £1.10/- and bonus of 10/- @ 1/7 =	\$690 buyers
National Bank of China, Limited.	£ 8	\$25.26 for half-year ending 31/12/1902.	\$22 1/2 buyers
Do.	£ 1	Final of 4 1/2 making 7 1/2 for 1901	\$10
Founders.	£ 1	£1.96 on B. shares for 1902	
None on Founder shares.			
MARINE INSURANCES.			
Union Insurance Society of Canton, Limited.	\$ 100	60 per cent = \$30 per share for 1901	\$530 buyers
China Traders Insurance Company, Limited.	\$ 25	16 1/2 = \$4.12 for year ending 30/4/1902.	\$61 buyers
North China Insurance Company, Limited.	\$ 25	Final of 4 1/2 making 7 1/2 for 1901	\$22 1/2 buyers
Yangtze Insurance Association, Limited.	\$ 25	70 1/2 = \$17.50 for 1900	\$135 buyers
Canton Insurance Office, Limited.	\$ 50	28 1/2 = \$7.12 per share for 1901	\$16 1/2 buyers
FIRE INSURANCES.			
Hongkong Fire Insurance Company, Limited.	\$ 50	\$24 per share for 1901	\$95 buyers
China Fire Insurance Company, Limited.	\$ 20	\$6 per share for 1901	\$81 buyers
SHIPPING.			
Hongkong, Canton, and Macao Steamboat Company, Limited.	\$ 15	\$1 1/2 for half-year ending 31/12/1902	\$56 1/2 sales
Indo-China Steam Navigation Company, Limited.	£ 10	Fin. of 12/- making £ 1 per share for 1901.	\$103 sellers
China and Manila Steamship Company, Limited.	\$ 25	10 % for 1900	\$27 sales
Douglas Steamship Company, Limited.	\$ 50	Div. of \$3 per share for year ended 30/6/1902	\$43 sales
"Star" Ferry Company, Limited.	\$ 10	\$1.20 = 12 1/2 % for year ending 30/4/02	\$66 buyers
"Shell" Transport and Trading Company, Limited.	£ 1	2nd Interim of 9d. making 2/ for 1901.	£ 1 10/- sellers
Shanghai Tug Boat Company, Limited.	Tsels 100	3rd Interim of Tls. 5 for 1902	Tsels 330 buyers
Taku Tug and Lighter Company, Limited.	Tsels 50	Interim of 5 1/2 % making 7 1/2 for the year	Tsels 50 ex div.
Shanghai Cargo Boat Company, Limited.	Tsels 100	Interim of 5 % for 1902	Tsels 165 buyers
Co-operative Cargo Boat Company, Limited.	Tsels 100	Interim of 6 % for 1902	Tsels 165 buyers
REFINERIES.			
China Sugar Refining Company, Limited.	\$ 100	Fin. of \$7 making \$12 for 1901	\$108 sellers
Luzon Sugar Refining Company, Limited.	\$ 100	\$3 per share for 1897	\$12
Perak Sugar Cultivation Company, Limited.	Tsels 50	Fin. of 7 % making 12 % for the year	Tsels 70 sellers
MINING.			
Punjom Mining Company, Limited.	\$ 10	None	\$2.75 buyers
Punjom Mining Preference Shares	\$ 1	None	60 cents sales
Société Française des Charbonnages du Tonkin.	Francs 250	Int. of Frs. 30 per share for 1901	\$600 sellers
Jebeu Mining and Trading Company, Limited.	\$ 5	5 % for 1-year end. 31/7/94 (Coupon 9).	90 cents buyers
Raub A'lian Gold Mining Company, Limited.	£ 18s. 10d.	No. 12 of 1/- per share	\$8 sales
Chinese Engineering & Mining Company, Ltd.	£ 1	7 1/2 % = 1/8 per share (Coupon No. 1).	\$8 1/2 sales
LOCKS, WHARVES AND GODOWNS.			
Hongkong and Whampoa Dock Company.	\$ 50	Div. of 10/- and bonus of 2/- for half-year ending 31/12/02	\$206 sellers
S. C. Farham, Boyd & Co., Ltd. and Godown	Tsels 100	Interim of Tls. 7	Tsels 19 1/2 sellers
Hongkong and Kowloon Wharf and Godown Company, Limited.	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902	\$92 1/2 ex div. sellers
New Amoy Dock Company, Limited.	\$ 6 1/2	\$2 1/2 for 1901	\$39 buyers
Shanghai and Hongkong Wharf & Godown Company, Limited.	Tsels 100	Interim of Tls. 6 for 1902	Tsels 317 1/2 sellers
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan and Mortgage Company, Limited.	\$ 10	8 % = 80 cents per share for 1902	\$9.85 buyers
Hongkong Land Investment and Agency Company, Limited.	\$ 100	Final of \$6 making \$12 for 1902	\$176
Kowloon Land and Building Company, Ltd.	\$ 30	\$2.30 per share for 1902	\$35 buyers
West Point Building Company, Limited.	\$ 50	Final of \$1.60 making \$3.10 for 1902.	\$54
Hongkong Hotel Company, Limited.	\$ 50	\$5 for 1st half-year making \$12 for 1902.	\$138 buyers
Oriente Hotel Company, Limited (Manila).	\$ 50	8 1/2 % = \$4 for half-year ending 31/12/1902	\$27 1/2 buyers
Astor House Hotel Co., Limited (Shanghai).	\$ 25	15 % for half-year ending 31/12/01	\$20 buyers
Hotel des Colonies Co., Ltd. (Shanghai).	Tsels 25	First year	Tsels 164 sales
Queen's Hotel (Wei-hai-wei).	Tsels 25	First year	Tsels 25
Lumppreys Estate and Finance Company, Limited.	\$ 10	9 per cent. for 1902	\$12 sales & buyers
Shanghai Land Investment Company, Limited.	Tsels 50	Interim of 6 % for 1902	Tsels 215 sellers
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.	\$ 10	Final of 60 cents making \$1 per share.	\$16 1/2 buyers
Ewo Cotton Spinning and Weaving Company, Limited.	Tsels 100	3 % for period ended 31/10/97	Tsels 37 buyers
International Cotton Manufacturing Company, Limited.	Tsels 100	Interim of 3 % on account of 1898	Tsels 37 buyers
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.	Tsels 100	Int. div. of 4 % on acct. of 1898 on 6,000 shares	Tsels 40 buyers
Soy Chee Cotton Spinning Company, Limited.	Tsels 500	4 % for period ended 31/12/00	Tsels 16 1/2
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Limited.	\$ 500	25 % for year ending 30/6/1900	\$350 buyers
Philippine Tobacco Trust Co., Limited.	\$ 20	None	\$20 buyers
Shanghai-Sumatra Tobacco Company, Ltd.	Tsels 20	Interim of Tls. 2 per share	Tsels 67 sales
MISCELLANEOUS.			
Green Island Cement Company, Limited.	\$ 10	10 % = \$1 per share for 1901	\$23 buyers
China-Borneo Cement, Limited.	\$ 12	First year	\$7
A. S. Watson & Co., Limited.	\$ 10	Interim of 5 % for 1902	\$14 sales
Watkins, Limited.	\$ 10	90 cents per share for 1901	\$84 sales
Hongkong Electric Company, Limited.	\$ 10	80 cents for year ending 30/1/1901	\$14 sales
Hongkong and China Gas Company, Limited.	\$ 5	40 cents for year ending 31/12/1901	\$7 buyers
Hongkong Rope Manufacturing Company, Limited.	\$ 10	10 % div. and 1 % bonus for 1901	\$140 buyers
Geo. Fenwick & Co., Limited.	\$ 25	\$10 for 1902	\$110
Hongkong Ice Company, Limited.	\$ 25	15 per cent = \$3.75 for 1901	\$46 ex div.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	Final of \$12 making \$16 for 1902	\$228 ex div.
Dairy Farm Company, Limited.	\$ 6	\$18 for year ending 31/12/1901	\$327 buyers
Hongkong and China Bakery Company, Limited.	\$ 50	75 cents for year ending 31/7/1902	\$17 buyers
Campbell, Moore & Co., Limited.	\$ 10	5 per cent = \$2 1/2 for 1901	\$40 sales
Bell's Asbestos Eastern Agency, Limited.	£ 12s. 6d.	Div. of \$1 1/2 and bonus of \$2 1/2 for 1901	\$40 buyers
United Asbestos Oriental Agency, Limited.	\$ 4	80 cents per share	\$18 sellers
Do.	\$ 10	\$19.80 per share	\$155
Universal Trading Co., Limited.	\$ 20	Interim of \$1.20 per share	\$22
Hongkong Steam Waterboat Co., Limited.	\$ 20	Final of 6 % making 12 % for the year	\$11 1/2
China Light and Power Co., Limited.	\$ 20	None	\$10 buyers
Robinson Piano Co., Limited.	\$ 50	7 % = \$3 1/2 for half-year 1901	\$50
Manila Investment Co., Limited.	\$ 10	None	\$15 buyers
William Powell, Limited.	\$ 10	Final of 50 cents making \$1 per share	\$10 buyers
Maatschappij tot Mijning, Bosch-en Landbouw exploitatie in Langkat.	Gulders 100	2nd Interim Dividend of Tls. 7 1/2 per share	Tsels 355 buyers

BENJAMIN, KELLY & POTTS,
Share Brokers.

STEAMERS EXPECTED.

VESSEL NAME	FROM	AGENTS	DUE
Doric	Shanghai	Pacific Mail S. S. Co.	To-morrow
Maria Valerie	Singapore	Sander, Wieler & Co.	March 22nd
Pembroke	Singapore	Shewan, Tomes & Co.	March 22nd
Bombay Maru	Moji	Nippon Yusen Kaisha	March 22nd
Pekin	Singapore	P. & O. S. N. Co.	March 23rd
Kumano Maru	Japan	Nippon Yusen Kaisha	March 24th
Lightning	Singapore	David Sassoon & Co., Ltd.	March 24th
Tonkin	Singapore	Messageries Maritimes	March 25th
Kamsang	Calcutta	Jardine, Matheson & Co.	March 28th
Siberia	San Francisco	Pacific Mail S. S. Co.	April 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this information on the forms already supplied, with the latest available information every day.

VISITORS AT THE HONGKONG HOTEL.

Airey, Staff-Paymaster	Katsch, E. A.
and Mrs.	Lebrun, H.
Bailey, W. S.	Livingstone, Mrs.
Bell, W. A.	Little, J. M.
Bernard, Mr. and Mrs. A.	Macgowan, R. T.
Bissell, E. V.	Maney, Mr. & Mrs. H.
Bixby, V.	Marriott, Dr. A.
Boysan, Mr. & Mrs. R.	Mass, Mr. and Mrs. E.
Bonner, A. E.	Maat, S. E.
Bonnet, F.	McAran, T. P.
Bonwick, Mr. & Mrs.	Murphy, Mr. and Mrs.
R. W.	E. O.
Braden, W. E.	Newman, M. K.
Bragg, Gen. and Mrs.	North, R. M. C. J.
Brown, W. S.	Ollis, Mr. and Mrs. and
Colson, J. S.	nurse
Cole, G. E.	Orme, E. W.
Crane, Miss	Otto, A.
Crane, Miss E.	Palmer, A.
Dean, G.	Pennine, Mr. & Mrs.
Dean, Mrs. F. W.	G. B.
Derbyshire, J. H.	Perier, M.
Doug, H. K.	Pitt, J. T.
Dowling, T. C.	Plagemann, H. G.
Edwards, F. W.	Pope, Mr. and Mrs. N.
Ellis, Mr. and Mrs. A.	Porter, C. W.
Federer, E.	Ranney, Mr. and Mrs.
Fisher, H. G.	F. O.
Foster, Mr. and Mrs.	Reid, H. J.
and maid	Reitzenstein, Baroness
Foster, F. C.	von
Gayoso, J. L.	Rizine, A.
Gemmingsen, Baron	Ronzani, Mr.
von	Rozet, L.
George, C.	Saillard, M.
Glover, C.	Skott, C.
Glueck, C.	Stearns, E. A.
Gobson, J. R.	Somerville, Geo.
Godchaux, J.	Somers, Mr. and Mrs.
Halvright, Dr. & Mrs.	Stephenson, B.
Hammersly, B. F.	Stephenson, Mr. and
Hansburg, Major and	Mrs. T. S.
Mrs.	Tonlet, P. L.
Hart Buck, Mr.	Thomas, J. A.
Harvey, R. D.	Thomson, Dr. J. C.
Hayter, A.	Tudor, Major and Mrs.
Heath, F. S.	R. E.
Heckford, R. G.	Upton, T. M.
Herman, W. J.	Valmer, H.
Hill, F. D.	Veget, Mr. and Mrs.
Hill, T.	Viellet, Mr.
Hollingsworth, A.	Wagner, Mr. and Mrs.
Hopper, Mr. and Mrs. J.	Watkins, C. A.
Howard, Thos.	Webster, R. D.
Hughes, Mrs. and Miss.	Whitton, A. M.
Hütter, E.	Whitton, Mrs. A. M.
icely, Rev. F.	Willson, Mrs. B. & child
Jaff, D.	Williams, Mrs. F.
Jameson, Mr. and Mrs.	Woolmer, Mr. & Mrs.
Jessop, Mr. and Mrs.	C. E.
W. maid and valet	
Joseph, Mr. and Mrs.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Andrew	Henry, James
Benson, A. P. D., Major	Hibbe, F.
and Mrs. H. G.	Jeffries, H. U.
Berkley, H.	Johnson, Mr. and Mrs.
Berner, Gilbert	L. A. M.
Bird, R. N., Surgeon &	King R. H.
Mrs. J. W.	Ladd, Mrs. & children
Brabson, Ralph A.	Lee, Mr. and Mrs. J. B.
Brayne, H. F. R.	Macumara, R. M., Staff
Brent, H. A. W.	Marston, Mr. and Mrs. H. W.
Brown, R. E., Col. L. F.	Martin, R.
Brusse, George	McDermott, A. P. B.
Bryson, A.	Mitchell, Robert
Chapman, Mr. & Mrs.	Norris, R. N., Surgeon
Clark, W.	and Mrs. H. L.
Cockell, Edgar	Philpot, Leonard D.
Cockell, Mrs. E. and	Pollock, K. C. H. E.
child	Post, Mr. and Mrs.
Dominich, W.	Nicholas
Denny, D. A. G., Major	Reid, T. H.
and Mrs. W. A. C.	Rumsey, R. N., Hon. R.
Farnie, A. D., Col. and	Murray
Mrs. G. H.	Sawyer, Mrs. W. E.
Fitch, Mrs. W. Grant	Scott, Charles R.
and companion	Sinclair, A.
French, A. S. C., Major	Smith, F. Findlay
G. A.	Smith, Carl W.
Gibson, Dr. Robert	Smith, Mr. and Mrs.
Grant, G. C. Lindsay	Harriett F.
Gros, Mr. & Mrs. E. F.	Spalding, W. O. C.
Hamilton, Maj. A. B.	Stokes, A. G.
Hardy, Lieut. Comdr.	Todd, Mr. children
Erness, C.	and nurse
Hardy, Mrs.	Wearborn, S. T.
Hebden, S.	

VISITORS AT THE KING EDWARD HOTEL.

Anton, A. S.	Nunn, B.
Patel, Mr. and Mrs. J.	Pantliffe, E. C.
M.	Rosenkrantz, J.
Eira, Mrs. N. N. and	Shellim, Mr. and Mrs.
child	Edward
Gay, P.	Short, Mr. and Mrs. E.
Judah, C. J.	A.
Kergan, J. S.	Stephens, Mr. & Mrs.
Kennedy, W. G.	M. J. D.
Kennedy, Mr. and Mrs.	Stokes, R. M., Capt.
W. T.	Stokes, Mrs.
Kiene, F.	Stucken, A.
Kiene, Mrs. F.	Titus, Mr. and Mrs. F.
Kinsey, Mr. and Mrs.	L. A.
Langlands, A. O. P.	Willach, W.
Lang, and Mrs.	Willgers, Mr. and Mrs.
Miller, Canan and Mrs.	and child
C.	Young, John

VISITORS AT THE CONNAUGHT HOTEL.

Bealey, T. T.	Marshall, H. C.
Bond, R. G. A.	Marston, Mrs.
Boyce, W.	McHenry, J. H.
Brewitt, Mr. and Mrs.	McIntyre, A.
Paul and family	Nicholson, W.
Campbell, Lieut. J. R.	Patterson, Mr. & Mrs.
Casselman, A.	S. J.
Dufour, Mrs.	Pison, C. P.
Dumpey, W. A.	Robertson, N. H.
Eyre, H. N.	Rutherford, D. H.
Ferris, H. N.	Stewart, Mrs. John
Grant, F. W.	Stodart, F.
Hachwood, H.	Thomas, B.
Helleman, I.	Thomas, S. N. W.
Houghton, R.	Tyrrhitt, T.
Humphreys, W.	Wagner, A. F.
Johnson, R. C. K.	Whitlock, F. G.
Kerr, R.	Williams, W. H.

VISITORS AT CRAIGIEBURN.

Beavis, C. E. H.	Helms, W.
Clifton, Mrs. and child	Hett, F. P.
Dann, Mr. and Mrs.	Lambelle, Lieut. and
G. K.	Mrs. F. W.
Daniou, Mrs. A.	Parker, Capt. and Mrs.
Daniou, Mrs. A.	Schmidt, H. W. D.
Harvey, Lieut. and	Tookey, Mr. and Mrs.
Mrs. J. S.	
VISITORS AT THE KOWLOON HOTEL.	
Clement, Mrs. J. U.	O'Leary, Master
Conrags, G. M.	Rice, Mrs. Helen H.
Day, J. S.	Rice, Miss Dorothy
Jewell, Mrs. F. F.	Rockwood, Mrs. U.
Kennon, Mrs. L. V. V.	Saunders, Capt. A.
Kington, M. D., H. D.	U.S.A.
Laing, R.	Walker, H. L.
Laing, R.	Washington, Mr. and
Laing, R.	Mrs. Thos. child and
Laing, R.	nurse
O'Leary, Mrs. A. J.	Whelan, Mr. and Mrs.
and Mrs. C. A. Woolley, J. W.	

VISITORS AT THE QUEENS HOTEL.

Allan, D.	Morrison, J. D.
Fosch, R.	Pearse, T.
Gerard, Capt.	Sator, Lieut.
Kellerhoff, E.	Vanderpool, Mrs.
Key, Dr.	Wandres, F.

HONGKONG AND WHAMPOA DOCK RETURNS.

Companie de Filt.	at Kowloon Dock.
plius	"
Sherman	"
Grosvener	"
Zafra	"
Paul Dourner	"
U.S.S. Isla de Cuba	"
Kishan	"
Eclipse	Cosmopolitan
Themis	Aberdeen

SHIPS PASSED THE CANAL.

Outward—17th February—Pembroke, A. Fridt.	24th February—Oufu, Tonkin
Herma, 27th February—Wakasa Maru, Saxon, 3rd March—Flinthire, Serbia, 6th March—Sultan, Segovin, Silecia, (Aus), 10th March—Shanghai, Kiautschou, 13th March—Aganinon, Tarras, Tydus.	
Homeward—10th February—Aholi, Sheikh, Glauus, 17th February—Glenshid, 20th February—Mogul, Nurnberg, 24th February—Deudation, 3rd March—Yagizze, Prinz Heiter, 6th March—Manila, Glangary, 10th March—Tumba Maru, 13th March—Telamachus, Kanigawa Maru.	
Arrivals at Home—20th February—Pelus, Kawachi Maru, 24th February—Indrawadi, Princess Irene, Bombay, 27th February—Orono, Glenloch, 3rd March—Bingo Maru, Caledonia, 6th March—Benlomon, Vinlobona, Atlas, Antenor, Silesia, (German), 9th March—Canton, 10th March—Palgrave, Oopack, 15th March—Darmstadt.	

CHINA COAST METEOROLOGICAL REGISTER.

March 19th, 1903, a.m.									
Wladivostok	7 a.m.	30.25	33.99	S	1	0			
emuro	6 a.m.			W	4	0			
Hakodate	"	30.52							
Tokio	"	30.49		NW	2	0			
Kochi	"	30.27		E	6	0			
Nagasaki	"	30.03		NE	6	0			
Kagoshima	"	30.03		SW	8	0			
Oshima	"	29.92		NE	2	0			
Naha	"	29.97		NW	4	0			
Ishigakijima	"	30.01		NE	2	0			
Taichoku	5 a.m.	30.74			0	0			
Taichu	6 a.m.	29.69							
Tainan	"	29.69		N	2	0			
Kaohsiung	"	29.69		NE	2	0			
Pescadores	"	30.00		NE	8	0			
Welhaiwei	9 a.m.	30.15	44	E	2	0			
Guizhou	"	30.19	47	NW	4	0			
Shanghai	"	30.11	50	NE	1	0			
Swamp Peak	6.30 a.m.	30.11	68	NE	1	0			
Amoy	6.30 a.m.								
Satow	"								
Canton	9 a.m.								
Hongkong	10 a.m.	30.07	65	E	3	0			
Victoria Peak	"			SE	3	4			
Cap Rock	"	30.04							
Macao	"	30.07	62	NNW	1	0			
Haiphong	"								
Manila	"	30.00	82	W	2	0			
Malate	9 a.m.				c	b			
Bacolod	"			NE	2	b			
Cebu	"	29.68	80	NE	2	b			
Cebu	"	29.97	83		o	b			
C. St. James	10 a.m.								

Gentlemen's
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Department
Now Open.
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

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Outfitting
Department
Now Open.
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Hongkong Hotel.

FANCY DRAPERY DEPARTMENT.

CHIFFONS, GAUZES,
CREPE DE CHINE, BRIDAL NET,
EMBROIDERED DRESS NETS,
AND LACE ROBES.

LACE COLLARS AND TIES
IN THE VERY LATEST DESIGNS. NOVELTIES IN
LADIES' NECKWEAR.

LADIES' UNDERCLOTHING.

SILK, WOOL, AND COTTON GARMENTS. NAINSOOK
GARMENTS FOR SUMMER WEAR.

HOSIERY FOR LADIES
AND CHILDREN. EMBROIDERED AND LACE FRONTED
CASHMERE, SPUN SILK, AND LISLE THREAD HOSE.

CORSETS

IN THE FOLLOWING MAKES:—MADAM LEIDER,
PRIMA DONNA, SANAKOR, MODEL, AND NEW
RIBBON CORSET, IDEALLY COOL FOR THE EAST.

DRAPERY & GENERAL FURNISHING DEPARTMENTS.

SILKS AND SATINS
IN LARGE VARIETY.

SUMMER MUSLINS
AND DRESS GOODS. OUR STOCK OF THESE
GOODS WILL BE PERFECT.

HOUSEHOLD LINENS.
ALL KINDS OF LINENS, LININGS, CALICOES,
AND SHIRTINGS STOCKED.

BEDS AND BEDDING.
BEDS OF EVERY DESCRIPTION. HAIR, FLOCK, FEATHER,
RATTAN AND SPRING MATTRESSES.

LADIES' BOOTS AND SHOES
STOCKED IN ENGLISH AND AMERICAN SHAPES.
AN ENTIRELY NEW STOCK HAS JUST ARRIVED.
IT INCLUDES ALL KINDS OF THE BEST MAKES IN
LADIES' AND CHILDREN'S SMART FOOT WEAR.

GENTLEMEN'S OUTFITTING DEPARTMENT.

SHIRTS AND COLLARS.
SCIENTIFICALLY CUT AND PERFECT FITTING.
"THE HONG" SHIRT FOR BUSINESS,
"THE EMPIRE" FOR DRESS WEAR.

SMART NECKWEAR.
OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PANAMAS
IN ALL THE LATEST SHAPES FOR 1903.

BOOTS A SPECIALTY.
AMERICAN SHAPES, ENGLISH LEATHER AND
WORKMANSHIP. SIZES AND HALF SIZES STOCKED.
TAN GRAIN BOX CALF FOR SHOOTING. TAN AND BLACK
WILLOW CALF FOR WALKING. WHITE AND BUFF
CANVAS BOOTS FOR TENNIS OR CRICKET ETC.

OUR SUMMER STOCK
WILL BE THE LARGEST AND MOST COMPLETE
IN THE FAR EAST.

GOODS ABSOLUTELY NEW.
NOTE ADDRESS: 28 QUEEN'S ROAD.

MILLINERY DEPARTMENT.

PARISIENNE CREATIONS.
WE ALWAYS HOLD A CHOICE SELECTION
OF HATS AND BONNETS.

DIRECT FROM THE BEST PARISIENNE HOUSES. A
LARGE STOCK OF BURNT AND TUSCAN STRAWS.
LIGHT WALKING HATS—WHITE, BLACK AND
COLOURED. FANCY STRAWS.

HATS TRIMMED TO ORDER
UNDER EUROPEAN SUPERVISION.

TRUNK DEPARTMENT.
A LARGE STOCK OF CABIN AND OVERLAND TRUNKS.
KIT BAGS, GLADSTONES, PORTMANTEAUX AND
DRESSING BAGS, IN ALL SIZES AND KINDS.

February 25th.

R. G. HECKFORD,
MANAGER.